

Appendix B

CORRESPONDENCE/COMMENTS

April 22, 2010

Jeffrey W. Hamiel, Executive Director
Metropolitan Airports Commission
6040 - 28th Avenue South
Minneapolis, MN 55450-2799

Received

APR 28 2010

Airport Development



RE: MAC 2010 Long-term Comprehensive Plans for Anoka County-Blaine, Flying Cloud and St. Paul Downtown Airports
Metropolitan Council Transportation Committee Reports 2010-111, 2010-112 and 2010-113

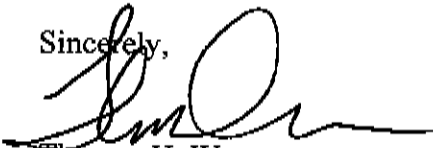
Dear Mr. Hamiel:

At its meeting on April 14, 2010, the Metropolitan Council took action on the 2025 Long-term Comprehensive Plans (LTCPs) for the Anoka County-Blaine, Flying Cloud and St. Paul Downtown Airports. An overview of the actions that were approved is as follows:

- Determination that the Metropolitan Airport Commission's (MAC) 2025 LTCP's for Anoka County-Blaine, Flying Cloud and St. Paul Downtown Airports are consistent with the Metropolitan Council's development guide;
- Recommend that the MAC complete efforts to establish joint airport zoning boards at all three airports, and prepare an airport zoning ordinance that reflects the airport LTCP and system role.
- Recommend amendment of LTCPs and review by the Council when parcels on airport property are developed for non-aviation uses.

The specific comments and recommendations for each airport are included with the committee reports enclosed with this letter. These LTCPs will be reflected in the final draft of the 2030 TPP Update. We look forward to working with you on implementation of these plans.

Sincerely,



Thomas H. Weaver
Regional Administrator

Enclosure

T Transportation Committee

For the Metropolitan Council meeting of April 14, 2010

ADVISORY INFORMATION

Date March 23, 2010
Prepared:
Subject: Flying Cloud Airport Long-term Comprehensive Plan

Proposed Action:

That the Metropolitan Council:

- Approve the Metropolitan Airport Commission's (MAC) Flying Cloud Airport 2025 Long-term Comprehensive Plan (LTCP).
- Recommend that MAC continue efforts of the joint airport zoning board, with Bloomington, Eden Prairie, Chanhassen, and Shakopee, to prepare an airport zoning ordinance, as defined under state requirements, that reflects the airport's system role.
- Recommend amendment of the LTCP and review by the Council when non-aviation development of parcels on airport property is implemented.

Summary of Committee Discussion / Questions:

Chauncey Case, MTS Senior Planner, presented this item. There were no questions or discussion by committee members.

Motion by Leppik, seconded by Scherer and passed.

Hearing no objection, Chair Meeks stated that this item could move to the full Council as a consent item.

T Transportation Committee

Item: 2010-112

Meeting date: March 22, 2010

Metropolitan Council Meeting: April 14, 2010

ADVISORY INFORMATION	
Date:	March 15, 2010
Subject:	Flying Cloud Airport Long-term Comprehensive Plan
District(s), Member(s):	Districts: 3 – McFarlin; 4 – Peterson; and 5 - Bowles
Policy/Legal Reference:	MS 473.146, 473.165,
Staff Prepared/Presented:	Arlene McCarthy, Director MTS; 651-602-1754 Amy Vennewitz, Dep. Director MTS; 602-1058 Connie Kozlak, Mngr. Transportation Planning; 602-1720 Chauncey Case, Sr. Planner - MTS/Aviation; 602-1724 Jim Larsen, Sr. Planner, LPA; 602-1159
Division/Department:	Metropolitan Transportation Services – Air Transportation

Proposed Action

That the Metropolitan Council:

- Approve the Metropolitan Airport Commission’s (MAC) Flying Cloud Airport 2025 Long-term Comprehensive Plan (LTCP).
- Recommend that MAC continue efforts of the joint airport zoning board, with Bloomington, Eden Prairie, Chanhassen, and Shakopee, to prepare an airport zoning ordinance, as defined under state requirements, that reflects the airport’s system role.
- Recommend amendment of the LTCP and review by the Council when non-aviation development of parcels on airport property is implemented.

Background:

Under MS 473.611 and MS 473.165 the Council reviews the individual LTCP’s for each airport owned and operated by the Metropolitan Airports Commission (MAC). The 2009 update of the LTCP replaces the 1992 plan and moves the planning horizon to 2025. The MAC has adopted a preferred development alternative for the Flying Cloud Airport that retains its system role as a *Minor* general aviation facility which is consistent with the TPP.

Rationale

Under the aviation planning process and TPP policy, airport LTCP’s are to be periodically updated. MAC plans must be consistent with the Council’s metropolitan development guide. LTCP’s are used as basic input to the Council’s update of the regional aviation system plan and referral reviews including community comprehensive plans.

Funding

This action has no funding implications for the Council.

Known Support / Opposition

The LTCP was adopted by the MAC and included a public involvement process. Airport users support the preferred concept. The MAC has responded to concerns raised by affected

communities and general public prior to adopting the 2025 LTCP. The TAB recommended this LTCP on March 17, 2010.

FLYING CLOUD AIRPORT 2025 LTCP REVIEW

Authority: MS 473.611 indicates that any LTCP adopted by the Commission shall be consistent with the development guide of the Council; also, MS 473.165 states that if a plan or any part thereof is inconsistent with the guide the Council may direct the operation of the plan or such part thereof be indefinitely suspended.

Background:

The Flying Cloud Airport is located in the city limits of Eden Prairie in southwest Hennepin County, Figure 1-3. The airport opened originally as a private facility, the MAC acquired the airport in 1947. The airport is 860 acres in size, has three paved runways and 421 based aircraft, with 124,569 operations conducted in 2007. It is classified as a *Minor* airport serving general aviation in the southwest metro area. A LTCP was prepared in 1992; additional land was acquired, runways extended and building area expanded, with implementation completed by 2009.

Public Involvement:

The Flying Cloud Airport 2025 LTCP Update included meetings with the adjacent community representatives, coordination with Hennepin County, meetings with airport users, and public informational meeting for residents living around the airport. A full draft LTCP, defining the preferred alternative, was made available for a 30-day public comment period. Responses were prepared and reviewed by the MAC prior to their adoption of the LTCP.

2025 LTCP Proposal:

The LTCP serves as the basis for identifying needed projects, maintaining funding eligibility to meet state and federal financial and plan consistency requirements, and to ensure that projects are responsive to system needs and conditions. With recent completion of the main-wind parallel runway extensions, and opening of a new hangar building area, the airport development alternatives focused on the following improvements depicted in Figure ES-1.

- Maintain the two parallel runways
- Shift crosswind runway 18/36 109' North; Extend to 2,800' total length (Preferred Alternative)
- Continue pavement reconstruction and rehabilitation program, including 18/36 improvements
- Complete the new south building area utilities
- Provide for Taxiway (A) object free area
- Relocate the Air Traffic Control Tower
- Continue effort to develop non-aviation uses on airport property currently not needed for aviation use

Existing Aviation Activity and Future Demand

Forecasts were completed for both aircraft operations and based aircraft. Using 2007 as the base year, a baseline forecast was prepared assuming reasonable growth in the economy, fuel costs, fractional ownership, new very light jets (VLJs) just coming on the market, and general aviation taxes and fees. In addition to the baseline forecast, high and low range forecasts were prepared. In the high forecasts, it was assumed that the economy thrives, VLJs are very successful and fractional ownership increases; the opposite was used for the low forecasts.

Aircraft operations for 2007 were estimated at 124,569. Baseline aircraft activity by 2025 is projected to be 113,876 annual operations, and 157,204 for the high forecast. The

maximum number of operations the airport can handle, the annual service volume, is about 355,000 operations. Therefore, from an airside standpoint, the airport is currently at 35 % capacity. Even under the high scenario, the forecasted number of operations in 2025 does not trigger the need for additional runways. The historical high for operations at Flying Cloud Airport occurred in 1968 with approximately 446,000 annual operations.

Existing Conditions and Future Airside Facility Needs

The existing primary runway 10R-28L is 5,000 feet, the maximum length allowed at Minor airports under state law. This runway is further restricted to 60,000 pound pavement design by agreement between the MAC and City of Eden Prairie. The existing runway length accommodates about 75% of the category BII aircraft types, at 60% useful load, currently using the airport. The forecasts assume some VLJ and other business jet aircraft operations at the airport.

Existing Conditions and Future Landside Facility Needs

Total capacity within existing and new hangars is estimated at 508 spaces. Current landside use is approximately 83 percent of future hangar space at the airport. There are sufficient vacant spaces in the existing hangars to meet current demand. Based aircraft currently number 421; the historical high number of based aircraft was in 1983 with 615 aircraft. Any new hangar space will be provided by private funding.

Conformity with Aviation System Plan:

The MAC used the Council's regional socio-economic data in preparing the aviation forecasts for the preferred development alternative. Annual runway capacity essentially stays the same, and based upon the aviation demand forecasts, there is no need for additional runways at the airport. The preferred alternative would retain the precision runway approach capability and improve airport utilization. Flying Cloud will retain its *Minor* airport system role as a reliever serving general aviation in the southwest portions of the region. The preferred development alternative maintains the airport, and is in conformance with the regional aviation system plan.

Compatibility of Airport/Community Plans

Environmental Considerations

- 1) Aircraft Noise - a 2007 noise contour was prepared for Flying Cloud Airport, as well as 2025 noise contour for the preferred alternative. Much of the future noise area is on the airport property or within areas that need to be controlled by the airport for safety reasons. The Council's land use compatibility guidelines for aircraft noise apply to community areas within the noise contours. The communities and the MAC should continue to coordinate their planning efforts concerning future land use changes and noise effects.
- 2) Sanitary Sewer and Water - adequate sewer and water services are available to the airport; changes due to implementation of non-aviation development should be included in any amendment to the LTCP.
- 3) Wetlands - there are existing wetlands at or near the Flying Cloud Airport that are affected by the increase in runway impervious surfaces and runoff from potential new on-airport development. The MAC has indicated that any of the development implemented at the airport will be studied closely to prevent wetland impacts. If wetlands are unavoidable, designs will be adjusted as much as possible to minimize impacts.

Land Use Considerations

- 1) Ground Access - capacity of the roadways adjacent to the airport are adequate to handle projected traffic needs of the airport. There are no impacts concerning the Hennepin County Road 1 and airport safety access projects.
- 2) Parks - the preferred development alternative does not increase potential effects on Staring Lake recreational areas or the Minnesota River Wildlife Refuge. Some parts of the airport are used for community ball fields and other recreation activities.
- 3) Airport Safety Zoning - there are several areas off-airport where runway safety zoning and airspace protection need to occur. The MAC, working with the affected communities through the joint zoning board, should update the airport zoning ordinance. Application of the state airport safety zoning requirements should reflect the approved LTCP for the airport.

Section 4.3 on page 37 of the LTCP discusses the preferred alternative for modifications proposed to crosswind Runway 18-36. The modifications entail shifting and extending the runway to the north, to correct an existing non-compliant runway safety area and a non-compliant object free area.

The Plan indicates that the "preferred (Runway 18-36 modification) alternative may require environmental review." Council staff recommends that MAC voluntarily undertake the preparation of a MN Environmental Assessment Worksheet (EAW), at a minimum, for this project. The proposed project has the potential to result in environmental degradation to Staring Lake from vegetation obstruction removal, due to encroachment of the 18-36 Runway Protection Zone further into the lake's buffer area. Staring Lake is a Metropolitan Council Priority Lake. It is surrounded by a complex of forested and non-forested wetlands. The Lake has also been designated as impaired, under Section 303(d) of the Clean Water Act, for the presence of excess nutrients. The targeted start date for preparation of the Lake's Total Maximum Daily Load study is 2012. Preparation of an EAW for the planned project would provide necessary permit information and identify ways to protect the existing impacted environment from further harm, as well as information necessary for a decision on the need for an EIS.

- 4) Non-Aviation Development - potential non-aviation development of airport parcels was discussed during the LTCP process; as parcels and specific land uses are selected for this revenue enhancement program a plan amendment should be reviewed by the Council and the LTCP amended as appropriate to reflect the change in land use.

Consistency with Council Policy:

Aircraft operations under the baseline forecast are expected to stabilize at current levels, but aircraft types operating at the airport are expected to include more business jets. It was recommended that the crosswind runway be shifted/extended and rehabilitated to maintain its usability and to prevent the potential for debris damage to aircraft.

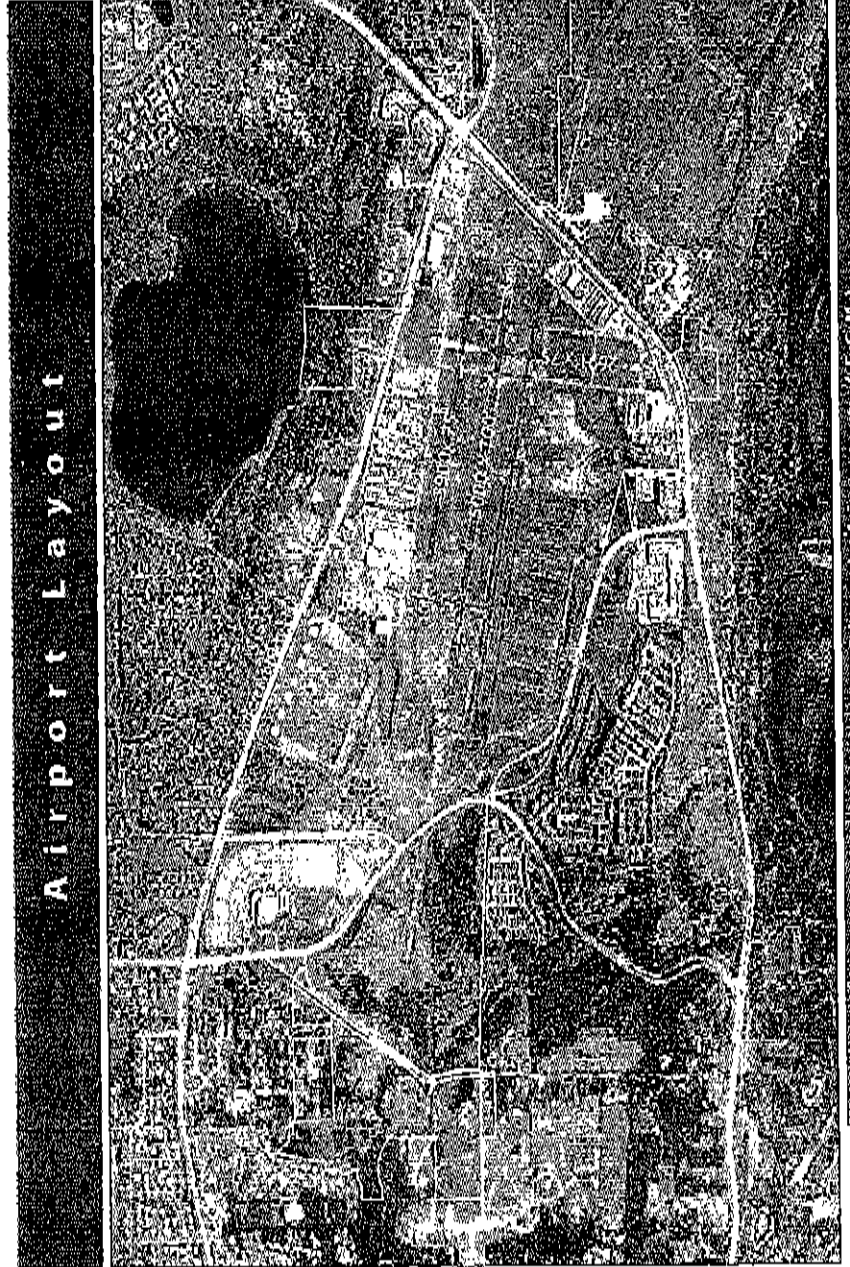
The preferred alternative recognizes the need to keep the airport viable, but within the area's ability to support the investments over time. The preferred alternative preserves the safety and usability of the facility within its assigned system role. Environmental and land use considerations have been recognized and a process for implementation addressed. The proposal appears to be consistent with metro systems in general and consistent specifically with aviation policies.

Development Costs and Implementation of Preferred Alternative

Recommendation	Estimated Cost	Timeline
Reconstruct Runway 18/36 south end, shift /extend runway to 2,800', upgrade runway lights/lighting circuits.	FAA funded \$1,700,000	0-5 years
Construct North Perimeter Road	\$300,000	0-5 years
Replace Runway 18/36 VASI's with PAPI's	\$100 - 200,000	0-5 years
Obstruction Removal	\$100,000	0-5 years
Pavement maintenance and replacement program, On-going	\$2,000,000	Continuous throughout planning period
South Hangar Area Utilities	\$2,100,000	0-5 years
Non-Aeronautical Land Use Dev.	(Developer Costs)	0-10 years
Clear Taxiway (A) object free area	(airport tenant cost)	15-20 years
Relocate Air Traffic Control Tower	\$6 - 7,000,000)	10-15 years

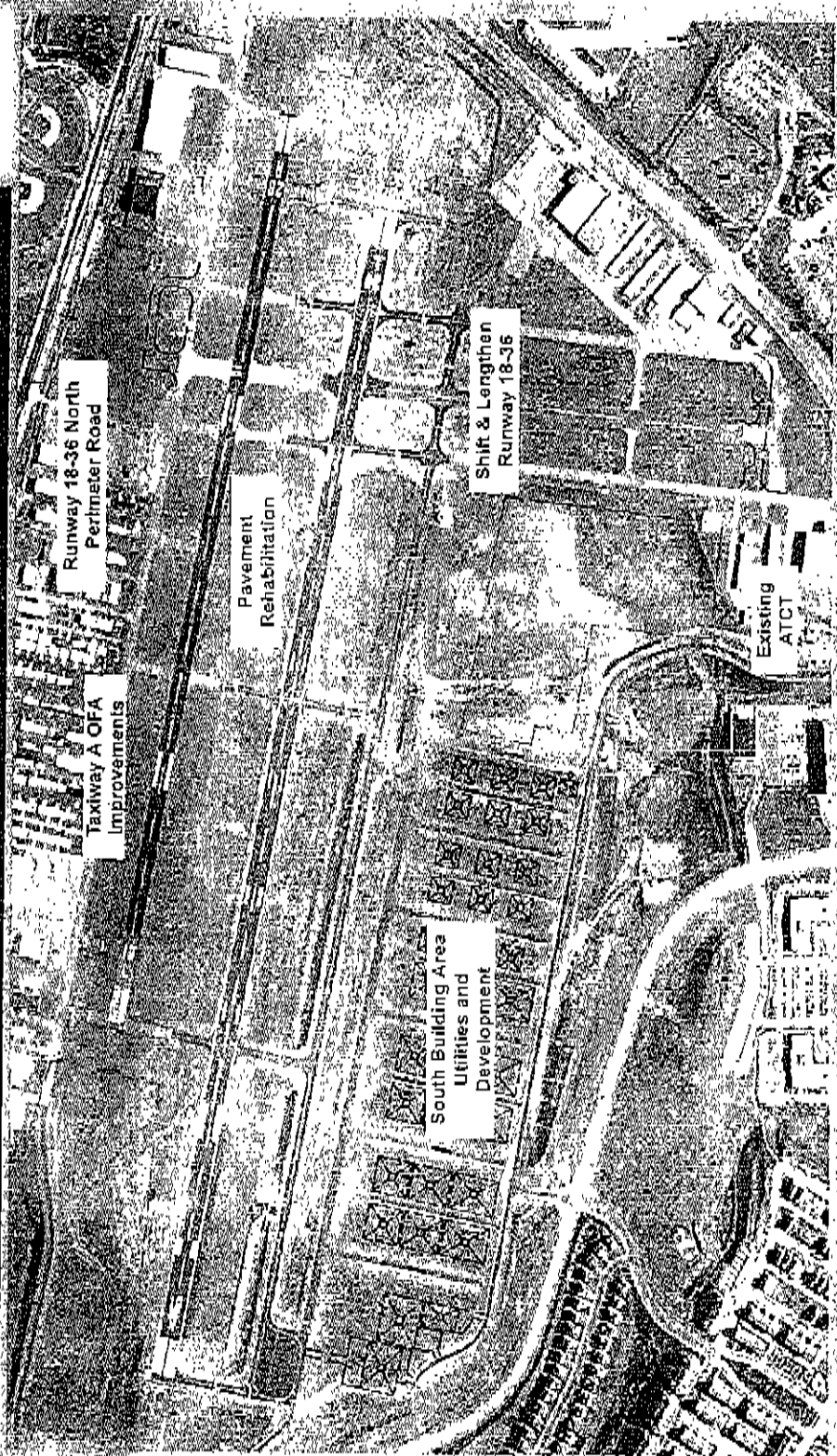
Source: MAC 2010 Capital Improvement Program

Figure
1-3



LTCP Plan Recommendations

Figure ES-1



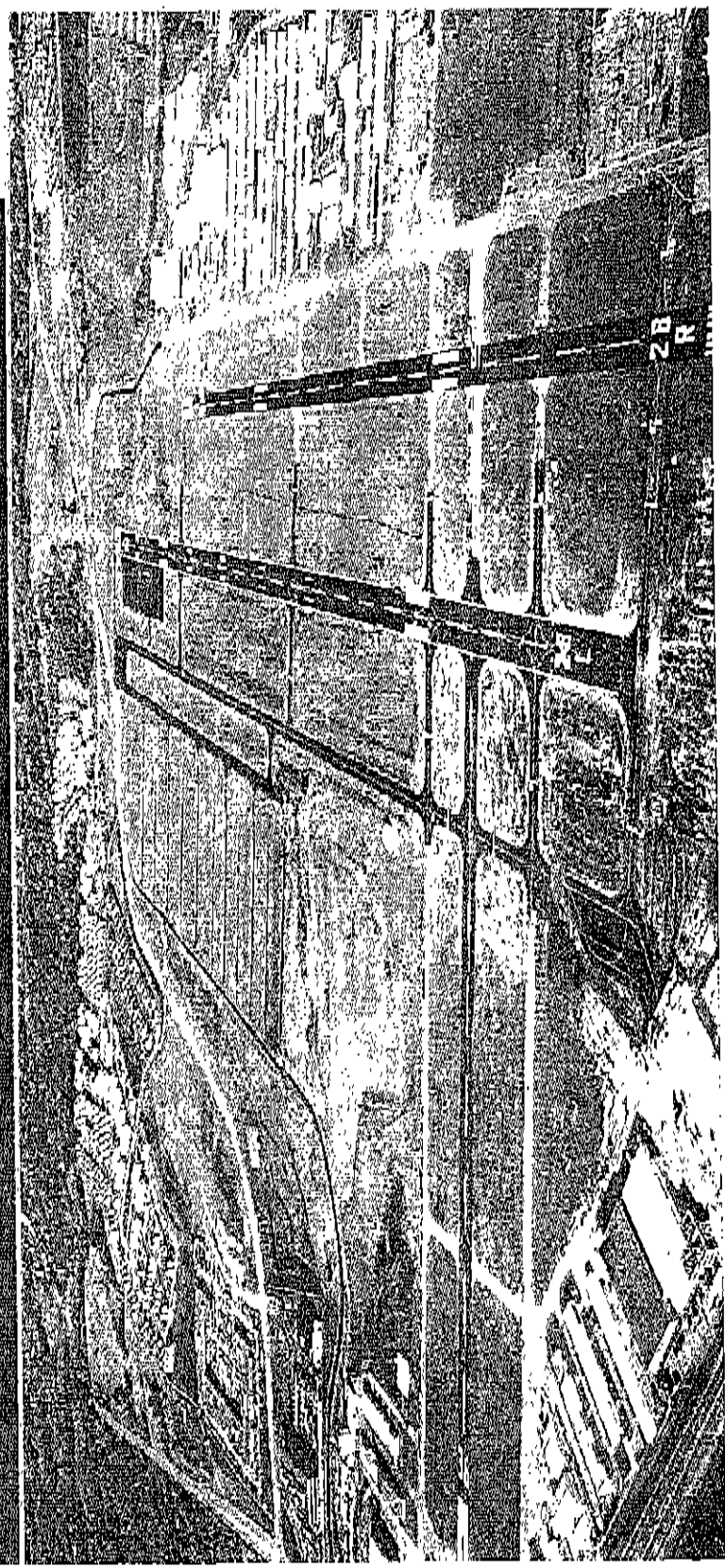
Flying Cloud Airport (FCM)

Image Source: MAC, Scale: 1" = 600'



Figure
1-7

Airport Aerial 2009



Transportation Advisory Board of the Metropolitan Council of the Twin Cities

Bill Hargis
Acting Chair

March 18, 2010

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Anoka County

Randy Meluchnik
Carver County

Paul Krause
Dakota County

Jan Callison
Hennepin County

Tony Bennett
Ramsay County

Jon Ulrich
Scott County

Dennis Hegberg
Washington County

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Dick Swanson
Blaine City Council

Steve Lamp
Mayor of Brooklyn Park

Bethany Tjornhom
Chanhassen City Council

Don Gustafson
Burnsville City Council

Julie Whalen
Champlin City Council

James Howland
Mayor of Edina

Becky Poltyk
Hugo City Council

Robert Lillgren
Minneapolis City Council

Russ Stark
St. Paul City Council

William Hargis
Mayor of Woodbury

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vacant - A

Bill Guidera - B

James Meyers - C

Chuck Haik - D

Ben Ward - E

Donn Wisk - F

Jill Smith - G

Ken Johnson - H

Agency Representatives

Peggy Leppik
Metropolitan Council

Scott McBride
Minnesota DOT

Sherry Stenerson
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Richard Russell
Transit

vacant
Transit

Ron Hove
Freight

David Gopner
Non-motorized

Peter Bell, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Mr. Bell,

On March 17, 2010, the Transportation Advisory Board voted to recommend approval of Flying Cloud Airport 2025 Long Term Comprehensive Plan.

The TAB forwards this action to the Metropolitan Council along with additional information described in TAB action transmittal 2010-22.

Sincerely,



for Bill Hargis, Acting Chair
Transportation Advisory Board

**Transportation Advisory Committee
of the Metropolitan Council of the Twin Cities**

ACTION TRANSMITTAL

No. 2010 - 22

DATE: March 18, 2010
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: Flying Cloud Airport Long-Term Comprehensive Plan Review

MOTION: The Transportation Advisory Board recommended the preferred development alternative discussed in the attached 2025 Long-term Comprehensive Plan (LTCP) for Flying Cloud Airport (FCM).

BACKGROUND AND PURPOSE OF REVIEW: The MAC periodically updates the long-term comprehensive development plans for each airport it owns/operates. The LTCP is to be consistent with the Metro Development Framework and the TPP. The MAC has completed the 2025 LTCP Update for FCM, selected a preferred development alternative, provided for public input, and has submitted it for Council review. Recommendations from the TAC/TAB review process will be included in the final staff report to the Council's Transportation Committee and Council action.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Aviation Tech. Task Force	Review & Recommend	February 19, 2010
Technical Advisory Committee	Review & Recommend	March 3, 2010
TAB Policy Committee	Review & Recommend	March 11, 2010
Transportation Advisory Board	Review & Recommend	March 17, 2010
Metropolitan Council	Approval	

Received

DEC 22 2009

Airport Development

December 21, 2009



Ms. Bridget Rief
MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

SUBJECT: Review of MAC's 2009 FCM Long-Term Comprehensive Plan

Dear Ms. Rief,

Thank you for the opportunity to provide comments on MAC's 2009 Long Term Comprehensive Plan for Flying Cloud Airport. Please include these comments in the public record and revise the Long-Term Comprehensive Plan to incorporate the following recommendations.

OFF 952 949 8300
FAX 952 949 8390
TDD 952 949 8399

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

1. **Explain what considerations may require environmental review. If environmental review is necessary, it needs to be completed prior to approval of the LTCP.**
 - The document states the preferred alternative - shift and extend - for runway 18-36 may require environmental review.
2. **Include the necessary evaluation of the imaginary surfaces to determine if any significant trees, houses, or other structures will be impacted, including the barn north of Pioneer Trail, owned by Hennepin County.**
 - The shift and extension of the runway will also shift the imaginary surfaces to the north potentially impacting trees and existing structures.
3. **Eliminate any reference to a potential expansion of the south building area for a future FBO.**
 - The document identifies a potential expansion to the south building area for a future Fixed Based Operation. This may be a violation of the Final Agreement. In the Final Agreement the "Proposed Airport Expansion" means capital improvements at the Airport proposed by MAC, described and depicted as Alternative F in the Supplement to the Draft Environmental Impact Statement, Expansion of Flying Cloud Airport (August 2001), including, but not limited to, extension of the two parallel runways, development of property for new hangar construction, acquisition of additional property, and any minor changes in the proposed capital improvements. (see **attachment A**)

- 4. Incorporate upgraded building materials and aesthetics for construction of the south building area hangars as viewed from the residential areas.**
 - Construction of the hangars need to incorporate upgraded building materials such as face brick, stone and concrete, and improved aesthetics including significant tree planting to reestablish a natural treed buffer area, as had previously existed, as viewed from the residential areas.

- 5. Evaluate the air traffic control tower relocation and hangar expansion area to insure that safety is not compromised.**
 - The exiting control tower will ultimately loose the direct line-of-site to the west end of runway 10R as the south building area is developed.

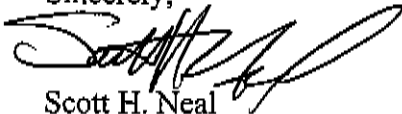
- 6. Evaluate the impact of non-aeronautical land development on City infrastructure such as sewer, water, roads, future ball fields, adjacent land uses, including environmental impacts and a public hearing process.**
 - MAC has identified various sites within MAC owned property for non-aeronautical land development opportunities. Federal funds were used to acquire the property. The proposed development is to generate MAC revenue for airport self-sufficiency.
 - This proposal will require public hearings to amend the City's comprehensive guide plan and zoning, meet compatibility with surrounding land uses; involve significant sized buildings; potential roadway and utility improvements; and significant land alteration, all of which may require environmental review.
 - One of the sites is within an area set aside for future ball fields for the City as agreed in the Final Agreement.

- 7. Address the runway length analysis which suggests the existing 5,000 foot primary runway may not meet FAA requirements. If the answer is yes, then describe the reasons for the expansion. If the answer is no, describe why the expansion is not needed.**
 - The runway length discussion in chapter 3 may suggest that the existing 5,000 foot primary runway does not meet FAA standards however, no recommendation has been made.

Ms. Bridget Rief
Review of MAC's 2009 Long-Term Comprehensive Plan
December 21, 2009

- In the analysis it uses FAA Advisory Circular - Runway Length Requirements for Airport Design and FAA Advisory Circular - Airport Design to calculate required runway length based on the critical aircraft or family grouping of aircraft that will use the runway, adjusted for wet and slippery conditions. This yields a runway length of 5,460 to 5,500 feet to accommodate 75% of the fleet at 60% useful load.
 - Both the north parallel runway at 3,900 feet and crosswind runway proposed at 2,800 feet were evaluated and found to meet these Advisory Circulars for the particular type of aircraft anticipated for these runways.
- 8. Include the Met Council approved Eden Prairie Comprehensive Plan for land uses for the Airport, Airport definition and graphics. (see attachment B)**
- It is our understanding the **existing condition** is based upon the fully developed 5,000 foot runway and south building area, as well as all acres acquired by MAC to protect from incompatible development, rather than adopting Safety Zoning.
- 9. Include the recommendations for land use and safety from the Joint Airport Zoning Board. No final action on the LTCP should be made until the ordinance has been approved by the MnDOT Office of Aeronautics.**
- A Flying Cloud Joint Airport Zoning Board (JAZB) was established in the summer of 2009. The Board is just beginning to learn about its role and responsibilities, and the potential to modify the safety zones and development restrictions. The JAZB plays a key role in determining land use, and whether existing uses are compatible. This process and the resulting decisions must be part of the LTCP for evaluating its land use decisions within MAC's airport property.

Sincerely,



Scott H. Neal
City Manager

Flying Cloud Airport Long Term Comprehensive Plan Update Written Comments Received During the Comment Period

The following party submitted written comments, a copy of which is attached. MAC responses to substantive comments follow below. These responses have been forwarded to the City.

Letter from Scott Neal, City of Eden Prairie

1. Explain what considerations may require environmental review. If environmental review is necessary, it must be completed prior to the approval of the LTCP.

Response: According to State Environmental Quality Board (EQB) rules, no environmental review would be necessary for the Runway 18-36 preferred alternative. If MAC wishes to utilize federal funds for the project, which is likely, MAC will coordinate any necessary environmental review with the FAA. The project is expected to meet the criteria of a Categorical Exclusion (i.e. no environmental study needed), which would be prepared by MAC and submitted to the FAA for review and approval. If there is a potential for some environmental impact, the FAA will require MAC to complete a Federal Environmental Assessment. At this time, no potential impacts have been identified. The proposed extension is planned to be constructed on a previously graded portion of the existing runway safety area. The LTCP update already documents that there is no increase in the noise contour from 2007 baseline to the proposed 2025 contour with the Runway 18-36 shift and extension. Finally, environmental reviews of the proposed LTCP projects are completed after submission to and acceptance by the Metropolitan Council and within a defined time period prior to the proposed construction of the project.

2. Include the necessary evaluation to determine if any significant trees, houses or other structures will be impacted.

Response: The approved Airport Layout Plan (ALP) identifies that the cupola on the former Sjostrand barn to be a penetration to the FAA Part 77 approach surface for Runway 18. There are also trees north of Pioneer Trail that are penetrations to the transitional Part 77 surface. These same trees are also penetrations to the Runway 36 departure surface, as is the cupola.

MAC is beginning the process of updating the ALP to record the as-built condition of the extended east-west runways and to include the LTCP Runway 18-36 preferred alternative for shifting and extending the runway. The ALP update will include a complete survey of obstructions to verify any existing and proposed penetrations for Runway 18 as well as to indicate the ultimate mitigation of any penetrations. The receipt of any federal grants will also require the completion and approval of the ALP update.

3. Eliminate any reference to an expansion of the south building area for a future FBO.

Response: The LTCP Update includes no recommendation for additional hangar space or FBO facilities. The Update merely suggests that should future LTCP updates identify a need for additional hangar space, an expanded portion of the south hangar area could be looked at as an option for accommodating them. This suggested "beyond-20-year expansion area" falls outside the perimeter of the hangar area defined in the Final Agreement, studied in the FEIS

and outside the boundary of what has been constructed south of the runways. MAC does not believe that this is a violation of the Final Agreement.

4. Incorporate upgraded building materials and aesthetics for construction of the south building area hangars as viewed from the residential areas, including significant tree planting to reestablish the natural treed buffer, as had previously existed.

Response: Any specific building material requirements for new hangar construction are considered a part of the MAC leasing and MAC construction approval process. The LTCP update process is a 20-year general planning document and does not address such specific details.

The grading and landscaping plan for the south hangar area is complete and in accordance with the MAC and City of Eden Prairie Agreement. Please recall that City staff reviewed and granted a grading permit for this project based on the plans submitted that included the landscaping plans. MAC has already corresponded with the City regarding additional landscaping concerns, and will continue to do so as a project specific issue.

5. Evaluate the air traffic control tower [ATCT] relocation to insure safety is not compromised.

Response: MAC will coordinate hangar construction in the south hangar area so that airport safety is not compromised. As is noted in the LTCP update, not all hangar locations can be developed with the ATCT in its existing location. MAC has done a comprehensive line-of-sight analysis of the building area which will be used to protect the ATC line of sight of the existing tower as hangars are built in the area.

- 6a. and 6c. Evaluate the impact of non-aeronautical land development on City infrastructure; MAC has identified various sites within MAC owned property for non-aeronautical land development opportunities.

Response: The LTCP update does not identify any specific locations for non-aeronautical land uses. Any discussions regarding non-aeronautical development are occurring outside the LTCP update process.

- 6b. The proposal will require public hearings to amend the City's comprehensive guide plan and zoning, meet compatibility with surrounding land uses; involve significant sized buildings; potential roadway and utility improvements; and significant alteration, all of which may require environmental review.

Response: In 1992, the Office of the Minnesota Attorney General provided a response to the City Attorney's question about the City's authority to enforce its zoning and subdivision regulations on land acquired by MAC for airport uses. The opinion concluded that MAC would be exempt from local zoning and subdivision ordinances. MAC intends to work with City staff to propose land uses that make sense and have the best opportunity to succeed.

No specific parcel sizes or land uses have been determined by MAC. Therefore, it cannot be assumed the building size will be significant, or that significant alteration or roadway/utility improvements would be needed. Any necessary environmental review will be completed in accordance with state and federal guidelines.

7. Address the runway length analysis which suggests the existing 5,000 foot primary runway may not meet FAA requirements.

Response: As discussed in the LTCP update, the FEIS documentation, and the previous LTCP document, the FAA recommended runway length for the Flying Cloud Airport primary runway design aircraft is greater than 5,000 feet. The City is aware that State law limits runway length at MAC owned minor airports to 5,000 feet. Therefore, MAC constructed, with FAA approval, a runway that is 5,000 feet in length. Due to the State law, MAC limited both the previous LTCP and the FEIS evaluation of impacts to a 5,000 runway. This is the same reason why this LTCP update does not include a recommendation for a runway extension.

8. Include the Met Council approved Eden Prairie Comprehensive Plan for land uses for the Airport, Airport definition, and graphics.

Response: The figures in Chapter 6 of the FCM LTCP update show the MAC-owned parcels as "Airport", except for Figure 6-3, which incorrectly omitted some parcels that are MAC-owned. MAC will correct this graphic for the final version of the LTCP. The Airport designation used by the City indicates that portions of Airport property will not be used for certain purposes "absent a change in the [City's] Comprehensive Guide Plan and zoning". MAC does not agree with the City's position on this matter, and MAC does not intend to modify language in the FCM LTCP Update. Please see our response to Comment 6b.

9. Include the recommendations for land use and safety from the Joint Airport Zoning Board [JAZB]; no final action on the LTCP should be made until the ordinance has been approved by Mn/DOT Office of Aeronautics.

Response: The LTCP alternatives for Runway 18-36 affect the size and boundary of the State safety zones. The LTCP must be completed so these areas can be defined for JAZB review and approval of appropriate land uses. MAC's position is that the LTCP approval should precede the JAZB efforts.



PUBLIC NOTICE

LONG TERM COMPREHENSIVE PLAN FLYING CLOUD AIRPORT Comment Period Open

The Metropolitan Airports Commission (MAC) has completed a draft version of the Long Term Comprehensive Plan (LTCP) update for the Flying Cloud Airport. The general public is invited to review this document and provide written comments to the MAC.

The FLYING CLOUD AIRPORT is located in the city of Eden Prairie in Hennepin County. The draft LTCP supports a preferred alternative that includes shifting Runway 18-36 to the north 167 feet to provide a fully compliant runway safety area and extending it to a total runway length of 2,800 feet. Construction of a north perimeter road is also recommended. Other concepts reviewed for this north-south runway include shortening the runway by 58-feet, and shifting the runway to the north by 58-feet to maintain the current runway length while still achieving a compliant runway safety area. The projects currently under construction for the Runway 10R-28L extension and south hangar area are considered "existing" in this plan; they are not concepts to be analyzed or studied again.

Copies will be available for distribution and for viewing on the MAC website starting November 23, 2009 (www.metroairports.org/relievers). Written comments will be accepted until close of business on Tuesday, December 22, 2009.

Please send written comments to Ms. Bridget Rief, MAC Airport Development, 6040 28th Avenue South, Minneapolis MN 55450, or via e-mail: bridget.rief@mspmac.org.

A copy of the document will also be available for review at the MAC offices at the address listed above; at Eden Prairie City Hall, Planning Department, 8080 Mitchell Road, Eden Prairie, MN 55344; and at the Hennepin County Library, 565 Prairie Center Drive, Eden Prairie, MN 55344; or a request for a copy may be submitted to Ms. Rief.



PUBLIC NOTICE

LONG TERM COMPREHENSIVE PLAN FLYING CLOUD AIRPORT

The Metropolitan Airports Commission (MAC) will be holding a second informal open house on the Long Term Comprehensive Plan (LTCP) Update for the Flying Cloud Airport.

The general public, airport users and community businesses are invited to the open house to see and learn more about LTCP alternatives studied for airport development concepts related to Runway 18-36 and the recommended preferred alternative. The meeting is designed to allow for one-on-one discussion with MAC staff. Attendance is optional; attendees can stop by anytime during the open house. A formal comment period is currently in effect for the LTCP draft document.

Monday, December 14, 2009, 5:00 to 7:00 p.m.
MCTC Aviation Center
10100 Flying Cloud Drive
Eden Prairie, MN 55347
(Located on South End of Airport, Gate A)

The draft LTCP supports a preferred alternative that includes shifting Runway 18-36 to the north 167 feet to provide a fully compliant runway safety area and extending it to a total runway length of 2,800 feet. Construction of a north perimeter road is also recommended. Other concepts reviewed for this north-south runway include shortening the runway by 58 feet, and shifting the runway to the north by 58 feet to maintain the current runway length while still achieving a compliant runway safety area.

A copy of the LTCP Draft document will be available for review at the open house. It is also available for viewing on the MAC website (www.metroairports.org/relievers). Written comments will be accepted until close of business on Tuesday, December 22, 2009. If you would like to submit comments, please send them to: Bridget Rief, MAC Airport Development, 6040 28th Avenue South, Minneapolis MN, 55450, email: bridget.rief@mspmac.org.



Long Term Comprehensive Plan Update Flying Cloud Airport

TRANSMITTAL LETTER

TO: Hennepin County Library
565 Prairie Center Drive
Eden Prairie, MN 55344

DATE: November 20, 2009

SUBJECT: Flying Cloud Airport Long Term Comprehensive Plan Update

NOTES:

Enclosed please find one copy of the Draft Long Term Comprehensive Plan (LTCP) document that is now available for public review and comment. A copy of the advertisement is also included.

Please keep this document available for the public to review. The comment period extends from November 23, 2009 through December 22, 2009. At that time, you may dispose of the document unless notified of a comment period extension.

If you have any questions, please call me. Thank you!

Bridget M. Rief, P.E.
Assistant Director – Airside Development
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis MN 55450
Phone: 612-725-8371
Fax: 612-794-4407
E-mail: bridget.rief@mspmac.org



Long Term Comprehensive Plan Update Flying Cloud Airport

TRANSMITTAL LETTER

TO: Mr. Scott Kipp
Coty of Eden Prairic
8080 Mitchell Road
Eden Prairie, MN 55344

DATE: November 20, 2009

SUBJECT: Flying Cloud Airport Long Term Comprehensive Plan Update

NOTES:

Enclosed please find eleven (11) copies of the Draft Long Term Comprehensive Plan (LTCP) document that is now available for public review and comment. A copy of the advertisement is also included. Eight copies are for distribution to the FCAAC members listed below. Please note that Jeff Nawrocki received a copy of the draft plan from me via MAC inter-office mail. I have also included a copy for you to keep on file at the Planning Department desk for public review, as well as a copy for Mike Franzen.

The comment period extends from November 23, 2009 through December 22, 2009. If you or anyone from your staff has any comments, please let me know by the end of business on December 22.

If you have any questions, please call me. Thank you!

Bridget M. Rief, P.E.
Assistant Director – Airside Development
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis MN 55450
Phone: 612-725-8371
Fax: 612-794-4407
E-mail: bridget.rief@mspmac.org

FCAAC Distribution List:

Chair Rick King	Vice-Chair Jeff Larsen
Judy Gentry	Mark Michelson
Greg McKewan	Kurt Scendel
Sam Clark	Tanay Mehta



Long Term Comprehensive Plan Update Flying Cloud Airport

TRANSMITTAL LETTER

TO: Mr. Tom Johnson
Hennepin County
1600 Prairie Drive
Medina, MN 55340

DATE: November 20, 2009

SUBJECT: Flying Cloud Airport Long Term Comprehensive Plan Update

NOTES:

Enclosed please find one copy of the Draft Long Term Comprehensive Plan (LTCP) document that is now available for public review and comment. A copy of the advertisement is also included.

The comment period extends from November 23, 2009 through December 22, 2009. If you or anyone from your staff has any comments, please let me know by the end of business on December 22.

Please note that the Runway 18-36 alternatives indicate a need for MAC to work with the County on a Flying Cloud Drive right-of-way issue. I'd like to set up a meeting with you or whoever the appropriate person would be to discuss it prior to the close of the comment period.

If you have any questions, please call me. Thank you!

Bridget M. Rief, P.E.
Assistant Director – Airside Development
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis MN 55450
Phone: 612-725-8371
Fax: 612-794-4407
E-mail: bridget.rief@mspmac.org



Long Term Comprehensive Plan Update Flying Cloud and Anoka County - Blaine Airports

TRANSMITTAL LETTER

Mr. Glen Orcutt FAA ADO 6020 28 th Avenue South Minneapolis MN 55450	Mr. Gene Scott Mn/DOT Office of Aeronautics 222 E. Plato Boulevard, Mailstop 410 St. Paul, MN 55107,
Mr. Chauncey Case Metropolitan Council 390 N Robert Street St. Paul, MN 55101	Ms. Kathy Vessely Mn/DOT Office of Aeronautics 222 E. Plato Boulevard, Mailstop 410 St. Paul, MN 55107

DATE: November 20, 2009

SUBJECT: FCM and ANE Airport Long Term Comprehensive Plan Updates

NOTES:

Enclosed please find a copy of each Draft LTCP document that is now available for public review and comment. A copy of the advertisement is also included. The comment period extends from November 23, 2009 through December 22, 2009. Please provide any written comments to MAC to my attention prior to the end of the day on December 22, 2009.

If you have any questions, please call me. Thank you!

Bridget M. Rief, P.E.
Assistant Director – Airside Development
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis MN 55450
Phone: 612-725-8371
Fax: 612-794-4407
E-mail: bridget.rief@mspmact.org



Long Term Comprehensive Plan Update Flying Cloud and Anoka County - Blaine Airports

TRANSMITTAL LETTER

TO: Ms. Audrey Wald
HNTB Corporation

DATE: November 20, 2009

SUBJECT: FCM and ANE Airport Long Term Comprehensive Plan Updates

NOTES:

Enclosed please find a copy of each Draft LTCP document that is now available for public review and comment. A copy of the advertisement is also included. The comment period extends from November 23, 2009 through December 22, 2009.

Copies of this document have been provided to the adjacent cities, each respective county, the FCAAC and ACAAC, county libraries, the technical group (FAA, Mn/DOT and Met Council) and interested parties.

If you have any questions, please call me. Thank you!

Bridget M. Rief, P.E.
Assistant Director – Airside Development
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis MN 55450
Phone: 612-725-8371
Fax: 612-794-4407
E-mail: bridget.rief@mspmac.org



Long Term Comprehensive Plan Update Flying Cloud Airport

TRANSMITTAL LETTER

TO: Ms. Molly Sigel
Commissioner
20395 Linden Road
Decphaven, MN 55331

DATE: November 24, 2009

SUBJECT: Flying Cloud Airport Long Term Comprehensive Plan Update

NOTES:

Hello Commissioner –

We have enclosed for your convenience a copy of the Draft Long Term Comprehensive Plan (LTCP) document that is now available for public review and comment. A copy of the advertisement is also included.

The comment period extends from November 23, 2009 through December 22, 2009. If you have any questions about the document or the process, please let me know.

Thank you! Happy Thanksgiving!

Bridget M. Rief, P.E.
Assistant Director – Airside Development
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis MN 55450
Phone: 612-725-8371
Fax: 612-794-4407
E-mail: bridget.rief@mspmac.org

Rief, Bridget

From: Paul Jachman [pjachman@usiwireless.com]
Sent: Wednesday, March 04, 2009 12:49 PM
To: bridget.rief@mspmac.org
Cc: Dick Bihler
Subject: Tenant Meeting

Bridget Rief:

Thank you for hosting the FCM tenant meeting last night at the MCTC Aviation Center. As co-owner in hanger 52A it provided good information to us for the airport operation coming up this year.

My opinion on the runway 18-36 alternatives probably departs from most pilots who would say to never end up with a shorter runway. For me, if the logical solution, looking at it from economic and practical standpoints points to shortening a runway by 74 feet, then that's the way to go. We can learn to deal with the outcome. I'd be surprised if there is one airplane based on the property where the 74 feet would make a difference in a legal or book value for takeoff or landing. Aside from that one aircraft possibility, maybe we just need to sharpen our skills a little.

There is a very old principle called Ockam's Razor which states that "entities should not be multiplied unnecessarily." The accepted translation is that, generally speaking, the easiest or simplest solution to a problem usually is the best choice. It's hard to beat 'keep it simple.'

Thanks again,

Paul Jachman
612 824-4119

Rief, Bridget

From: Nawrocki, Jeff
Sent: Wednesday, March 04, 2009 11:01 AM
To: Rief, Bridget
Subject: FW: FCM 18-36 Considerations

From: bobkooi [mailto:bobkooi@aol.com]
Sent: Wednesday, March 04, 2009 8:43 AM
To: jeff.nawrocki@mspmac.org
Subject: FCM 18-36 Considerations

This is to voice my concern and opinion about alternative considerations for Runway 18-36 at FCM.

I am a 3000 hour general aviation pilot who currently owns three small aircraft: Beech Bonanza, HK36R motorglider and a Cessna 150. The 150 is currently based at MIC and the others are at FCM where I have been actively flying since 1970.

Over the years, I have made good use of the 36 VOR approach numerous times and am disappointed to hear it most likely will disappear with the pending movement of the VOR.

Aside from the VOR movement, there is discussion about modifications to the 36 runway length due to county? concerns about the proximity of the fence on the south end to the runway threshold. Solutions go from moving the fence, moving the threshold and extending the runway to the north. I strongly favor a solution that would not shorten the runway, and if possible, actually lengthen it for safety purposes. Depending on winds, density altitude, aircraft loading and stopping distance for various runway conditions, the present length of 2691 feet can get diccy. I am hopeful a practical solution will be found that will not shorten that runway.

Sincerely,

Robert R. Kooiman



**Flying Cloud Airport
Long Term Comprehensive Development Plan
Public Informational Meeting
June 18th, 2009**

We are looking for input regarding the Runway 18-36 concepts for the Long Term Comprehensive Plan (LTCP) Update for the Flying Cloud Airport. Please provide comments below, or e-mail comments to Bridget Rief at the Metropolitan Airports Commission (Bridget.rief@mspmac.org), or mail them to Bridget at MAC, 6040 28th Avenue South, Minneapolis MN 55450 **before June 25, 2009.**

Please see the separate handouts for information about each concept.

AFTER REVIEW OF THE OPTIONS I VOTE FOR THE
SHORTER RUNWAY - WITH THE EXTENSIONS OF THE EAST WEST
RUNWAYS WE SHOULD BE IN GOOD SHAPE FOR LARGER
A/C AND THE SHORTENING OF 18-36 SHOULD POSE
NO PROBLEM FOR THE SMALLER PLANES

Name, e-mail, and/or address (optional):

Bob Koosman bobkoos@aol.com

Rief, Bridget

From: Robert Kratz [robert_kratz@msn.com]
Sent: Wednesday, July 08, 2009 6:55 PM
To: Rief, Bridget
Subject: Noise at Flying Cloud

Whether the airport expands or not, a major source of noise is touch and go's from student pilots who fly too low and fly the same pattern over and over again. This used to be limited to Saturday mornings but is now occurring in the evenings.

Also, particular aircraft produce a huge amount of noise, particularly twin-engine passenger air craft which fly too low on takeoff and veer off left or right at low altitudes. The same goes for pontoon planes, which are usually too heavy for their engines and the straining engines make a huge amount of noise at full throttle. Low flying helicopters are now becoming a source of noise as well.

There is a lot that MAC could do right now to reduce noise beyond making feeble suggestions to pilots and aircraft service companies. MAC could gain a lot of credibility if it would make restrictions and put some teeth behind them.

If you need to talk to me about this I'm at 937-1033.

Thanks for listening.

Rief, Bridget

From: Vicki Price [vpprice@comcast.net]
Sent: Thursday, July 02, 2009 10:41 PM
To: Rief, Bridget; Vicki Price
Cc: allcouncil@edenprairie.org; sneal@edenprairie.org; SKipp@edenprairie.org; Rick.King@thomsonreuters.com
Subject: Re: Zero Expansion Response to LTCP for FCM and Expansion
Importance: High

NOTE: These coments to be included in the comment section of FCM's LTCP-

----- Original Message -----

From: Vicki Price
To: Rief, Bridget
Cc: Rick.King@thomsonreuters.com ; SKipp@edenprairie.org ; sneal@edenprairie.org ; allcouncil@edenprairie.org
Sent: Thursday, July 02, 2009 10:24 PM
Subject: RE: Zero Expansion Response to LTCP for FCM and Expansion

1. Berm in back of new hangars can be raised 10ft and or trees can be planted on berm. There needs to be a 3 to 1 ratio for a slope according to Kip. But, if it were raised and or MORE trees were planted it would hide hangars on south side of airport that face the last section of the Hennepin Village development, particularly new townhomes that have not been built. This is a concern and should be addressed.
2. Screening of landing strobe lights- Hennepin Village Community Association voiced REAL concern over the new landing lights on the west side of Spring Road. These will definitely impact homes west of Spring Rd. There should be some type of screen, such as trees. This is also a concern for homes west of Spring Road.
3. Relocation of Control Tower- This is a concern especially for new townhomes going in east of Liatrus and for existing homes facing the back of the airport where new hangars will be.
4. New Gate Near Liatrus- This gate should be locked always as should all gates into the airport. Jeff Hamiel said FCM was #2 in incursions recently for unauthorized access to the airport.
5. Eden Prairie Resolution Against a 6,000ft runway or change in Minor Status by law, should be noted.

Vicki Pellar Price on behalf of Zero Expansion
 Zero Expansion

www.zeroexpansion.org
transportationtalk@yahoo.com